

LYNCHBURG REGIONAL AIRPORT

COMMISSION MEMBER UPDATE

Monday, August 16, 2010

REPORT

FAA PROPOSES DENIAL OF FUTURE FUNDING FOR RUNWAY 17-35

As part of the master plan approval process, the FAA's Washington Airports District Office (WADO) is proposing that Runway 17-35 be deemed ineligible for future Airport Improvement Program (AIP) funding. This is based on an FAA eligibility analysis to determine our main runway's (4-22) ability to accommodate the existing and future forecasted aviation activity in the approved master plan and wind coverage criteria. According to FAA officials, based on the information presented in our master plan update, Runway 4-22 has sufficient capacity by itself to meet the current and forecasted aviation activity for the next 20 years. In addition, Runway 4-22 provides wind coverage of 97.85% for 10.5 knots, 98.99% for 13 knots and 99.86% for 16 knots for the crosswind component. For reference, the FAA typically will recommend a crosswind runway when the desired wind coverage component falls below 95% wind coverage. In this case, Runway 4-22 provides sufficient wind coverage and meets the desired criteria even for the lower 10.5 knot classification.

In essence, such a decision would effectively force the eventual closure of Runway 17-35 due to a lack of alternative funding sources. If that runway is deemed eligible for future state funding despite the FAA determination, however, under the existing 80%/20% state funding formula sufficient funds could likely be planned for to keep the runway open indefinitely. I am pursuing such a determination from the Virginia Department of Aviation, and hope to have an answer by next week's Commission meeting.

FAA officials from the WADO will be in attendance at next week's Commission meeting, and I have included on the agenda a briefing by them followed by a Q&A period. I have also distributed a flyer through our two FBOs alerting LYH pilots and aircraft owners of the issue and the scheduled appearance by the FAA officials at the meeting.

NORTH GA DEVELOPMENT PROJECT RECEIVES FONSI

The environmental assessment process for the north general aviation development project (primarily Liberty University's future School of Aeronautics) reached a conclusion in late June with the FAA's official Finding of No Significant Impact (FONSI) determination. Of course, at this time Liberty has put the project on hold as a result of its acquisition of Falwell Aviation and the facilities made possible there to accommodate near-term needs. I have included this project, as well as an update from School of Aeronautics Dean Dave Young, on the agenda for next week's meeting.

PASSENGER TERMINAL IMPROVEMENTS TO BEGIN SOON

With the release of the remainder of AIP grant funds for FY 2010, the passenger terminal is about to undergo a number of much-needed improvements.

A complete replacement of both of the terminal escalators that serve the ground level boarding area is well underway, with the completed escalators to be delivered by September 13, 2010.

The new units will then be installed in two phases, with the west half of the passenger hold room replaced first, followed by the east half. The installation phase is scheduled to take 90 days.

Two other terminal projects still in the bidding process and awaiting an FAA grant award are: (1) the complete replacement of the HVAC system, including a conversion to much less expensive natural gas for the heating element of the system; and (2) an update of the passenger terminal's security and fire alarm systems. The security system upgrade will include the installation of underground fiber optic cabling between the passenger terminal and the general aviation and corporate side of the airfield to allow better reliability and greater capabilities while providing more secure access to those areas.

SCASDP GRANT EXTENSION NEARS EXPIRATION

As you will recall, just about one year ago the airport was granted a one-year extension to our 2006 U.S. DOT Small Community Air Service Development Program grant. Unfortunately, despite our best efforts in partnership with Commission member Janice Crawford and representatives of the Lynchburg Chamber of Commerce, we were unsuccessful in gaining an airline commitment. Nonetheless, since we are still receiving positive indications of interest from some of our airline prospects, I have formally applied for another one-year extension to the existing extension which expires September 5, 2010. Although our chances of having it granted are considered very slim, I am working on obtaining a letter of support and partial commitment to new service by one airline before the grant expires. I will provide more details and answer questions at next week's Commission meeting.

ITEMS FOR THE AGENDA

Besides updates on those items listed above, I have included on next week's meeting agenda a briefing by the air show committee on recent progress in scheduling air shows in 2011 and 2012, as well as a report from Virginia Aviation president Steve Cuppy on the status of current plans to market and sell Virginia Aviation. I will be out of town the rest of this week attending the annual Virginia Aviation Conference and Virginia Aviation Board meeting, so if you have any questions or comments about the upcoming Commission meeting, give me a call on my cell phone at (434) 444-3363.

Respectfully yours,

Mark F. Courtney

Mark F. Courtney, A.A.E.
Airport Director

LYNCHBURG REGIONAL AIRPORT COMMISSION

Monday, August 23, 2010

4:00 p.m.

AGENDA FOR THE COMMISSION

1. Call to Order

CONSENT AGENDA

2. June 14, 2010 Commission Meeting Minutes
3. Lynchburg Regional Airport August 2010 Air Service Update
4. July 2010 Passenger Traffic Report

Consent Agenda Recommended Action: Receive and File

REGULAR AGENDA

5. Report of the Airport Director
 - A. A report regarding the status of the airport's FY 2010 Airport Improvement Program (AIP) grant and the various projects associated with this year's award.
 - B. A report with regards to the pending expiration of the airport's 2006 Small Community Air Service Development Program (SCASDP) grant and current efforts to obtain another one-year extension.
 - C. A report concerning the recent issuance by the FAA of a Finding of No Significant Impact (FONSI) as related to the North General Aviation (GA) Development project at LYH, and an update by Liberty School of Aeronautics Dean Dave Young on future plans for the site.
 - D. A report with regards to the status of FAA review of the airport's Master Plan Update.
6. A briefing by FAA officials from the Washington Airports District Office (WADO) concerning future AIP funding eligibility for Runway 17-35 at LYH as part of the FAA's review of the Airport's Capital Improvement Plan (ACIP) as identified in the Master Plan Update.
7. Air Shows Update
 - A. A briefing by Air Show Committee Chairman Jones Stanley regarding the proposed 2012 air show at Lynchburg Regional Airport.
 - B. A briefing by Air Show Committee member Dave Young regarding an initial, smaller scale air show proposed for 2011.
8. Proposed Sale of Virginia Aviation
 - A. Virginia Aviation president Steve Cuppy will report on plans to sell the FBO and answer questions from Commission members related to the sale process.
9. Miscellaneous business
 - A. Inquiries and/or comments by Commission Members
10. Reports of airport businesses
11. Hearings of citizens upon Commission matters
12. Adjournment

**MINUTES OF
THE
LYNCHBURG REGIONAL AIRPORT COMMISSION MEETING**

June 14, 2010

4:00 p.m.

PRESENT:

Don Banker
David Laurrell
David Young
Kimball Payne
Janice Crawford
Stewart Hobbs

ABSENT:

Darren Gale
Jones Stanley
Billy Giles

STAFF PRESENT:

Mark Courtney, Airport Director
Rick Stein, Deputy Airport Director
Wes Campbell, Airport Finance Director

(1) CALL TO ORDER:

Mr. Don Banker, Chairman, called the meeting to order at 4:00 p.m.

(2) APPROVAL OF JUNE 14, 2010 CONSENT AGENDA

Mr. Banker confirmed that everyone had received the items from the consent agenda; the March 22, 2010 Commission Meeting Minutes, the June 2010 Air Service Update and the April 2010 Passenger Traffic Report and asked if there were any questions or comments regarding the consent agenda items.

Mr. Courtney reported that total traffic in May was up 9 ½ % over last May, slightly higher than in April. He said that so far in June, all flights were full, with one flight having a group of 21 going to Zurich, Switzerland as well as another 7 international passengers. Not only are international passengers good revenue for the airlines but this helps Lynchburg's case in terms of getting more service, more flights, more seats. Mr. Courtney added that retail Jet A fuel is starting to pick up as well.

There being no questions or comments, Mr. Banker asked for a motion to receive and file. The motion was made, seconded and unanimously accepted by all.

(3) REPORT OF THE AIRPORT DIRECTOR

A. A report regarding the final completion of the new Aircraft Rescue and Fire Fighting (ARFF) building, and brief remarks by the corporate chief of Pro-Tec Fire Services and the LYH Fire Chief.

Mr. Courtney gave an update on the Aircraft Rescue and Fire Fighting (ARFF) station. With a total of 4,765 square feet, the new ARFF is a vast improvement over the old station. He reminded everyone that co-locating the ARFF station with the passenger terminal was intended to allow flexibility to cross-train fire and law enforcement at some time in the future. There is currently in place a reimbursable agreement with the TSA that provides funding for our police department, so cross-training at this time is not necessary, but we will be better prepared to cover both functions in the future if necessary. There followed a brief discussion.

Mr. Courtney introduced Mr. Jerry Rhinerson, the corporate chief of Pro-Tec Fire Services, the contract ARFF service provider for Lynchburg Regional Airport. Mr. Courtney also introduced Mr. Jimmy Bowen, the Lynchburg ARFF Fire Chief, and then invited Mr. Rhinerson to address the commission.

Mr. Rhinerson said that Mr. Courtney had indicated that the airport would not only be purchasing a new ARFF vehicle, but would also be building a new ARFF station when he first met with Mr. Courtney about Pro-Tec providing services to Lynchburg. Mr. Rhinerson said it was a proud moment to see this vision become reality with a state-of-the-art building. He assured the commission that Pro-Tec would care for these assets as if they were their own.

Mr. Jimmy Bowen gave a brief description of the new ARFF vehicle and the new ARFF Station. There followed a brief discussion.

B. A report with regards to recent air service development trips and meetings with route planning officials from United Airlines, Delta Airlines, US Airways and Frontier.

Mr. Courtney reported that at Ms. Janice Crawford's suggestion, he had set up a face-to-face meeting with United Airlines and that he and Ms. Crawford and Mr. Rex Hammond of the Lynchburg Chamber traveled to Chicago and met with United Airlines in May. They met with the United Airlines manager for route planning, a marketing analysis manager and one other staff member. Mr. Courtney said that his overall impression from the meeting was that we needed to change our approach to United in terms of what our potential, growth and opportunities are. United indicated that they were very impressed with Lynchburg's growth; however, they assumed our growth rate and our market opportunity would be basically similar to Roanoke's but on a much smaller scale. Mr. Courtney believed he had convinced United otherwise, and that he and the others had given United an idea what kind of future opportunities and growth there are in Lynchburg, particularly with business travel, including international (specifically Paris). Mr. Courtney emphasized that the one challenge that we face with United mainline is the fact that at Dulles they only have direct control over larger regional jet aircraft, which are not as fuel efficient on shorter routes as turbo-props. He went on to further explain and detail the trip.

Mr. Courtney then gave brief descriptions of his other meetings with Delta Airlines, US Airways and Frontier. There followed a general discussion. He asked Ms. Crawford to give her overall impression of the meeting with United Airlines.

Ms. Crawford briefed the Commission on her impressions of the meeting with United Airlines. A short discussion ensued.

Mr. Courtney said the airlines have indicated that financial incentives, such as the SCASDP grant, are nice but not absolutely necessary for a market like ours that is not seasonal in nature. The airlines view grants as necessary incentives for seasonal markets, and indicated that sustainability is the biggest

determining factor. Mr. Courtney went on to further discuss this issue. There followed a general discussion.

C. A report concerning the recent termination of airline ground handling services by Atlantic Southeast Airlines and replacement by Piedmont Airlines.

Mr. Courtney gave a brief report on the change in ground handling services for Delta from Atlantic Southeast Airlines to Piedmont Airlines.

D. An update regarding the status of AIP grant funded airport capital improvement projects (ACIP) underway and planned for the second half of FY 2010

Mr. Courtney updated the Commission on the status of AIP funded airport capital improvement (ACIP) projects underway and planned for the second half of the year.

(4) A briefing by the airport's finance manager, Wes Campbell, regarding the FY 2010 operating budget and the airport's financial status as we near the end of the fiscal year.

Mr. Campbell briefed the Commission on the FY 2010 operating budget and the airport's financial status as we near the end of the year.

(5) MISCELLANEOUS BUSINESS

A. Inquiries and/or comments by Commission Members

Mr. Banker asked if there were any other inquiries and/or comments by Commission Members. There were none.

(6) REPORTS OF AIRPORT BUSINESSES

Mr. Banker asked if there were any reports of airport business. There were none.

(7) HEARINGS OF CITIZENS UPON COMMISSION MATTERS

Mr. Banker asked if there were any questions or comments from the citizens present. There were none.

(8) ADJOURNMENT

There being no further business, the meeting was adjourned.

Lynchburg Regional Airport Commission

Effective August 2010

AIR SERVICE UPDATE

Summary The number of daily departure seats is 400 and the daily departure frequency is 8.

Carrier Profile	<u>Airline</u>	<u>Destination</u>	<u>Departures</u>	<u>Seats</u>	<u>Equipment</u>
	Delta Connection	Atlanta	3	150	CRJ
	US Airways	Charlotte	<u>5</u>	<u>250</u>	DH3
AIRPORT TOTAL:			8	400	

Delta Connection Dropped from three flights on Saturdays to two flights on Saturdays in mid-August.

US Airways No change.

Destinations Served	<u>Non-Stop</u>	<u>Departures</u>	<u>Total</u>
Atlanta		3	3
Charlotte		<u>5</u>	<u>5</u>
		8	8

Aircraft Types	<u>Aircraft</u>	<u>No. of Departures/Day</u>
	DH8 Dash 8	0
	DH3 Dash 8-300	5
	CRJ Bombardier CRJ200	3

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR JULY 2010

AIR TRAFFIC REPORT

	MONTH			YR-TO-DATE-TOTALS		PERCENTAGE CHANGES			
	Jul-10	Jun-10	Jul-09	2010	2009	Jul-10	Jun-10	Jul-09	10 YTD
ENPLANED PASSENGERS	8,383	8,494	8,419	53,076	49,142	-1.3%	-1.3%	-0.4%	8.0%
DEPLANED PASSENGERS	8,144	8,134	8,176	52,147	47,862	0.1%	0.1%	-0.4%	9.0%
TOTAL PASSENGERS	16,527	16,628	16,595	105,223	97,004	-0.6%	-0.6%	-0.4%	8.5%
AIRCRAFT OPERATIONS (Landings and Takeoffs)									
Air Carrier	505	511	498	3,274	3,180	-1.2%	-1.2%	1.4%	3.0%
General Aviation	5,647	7,362	5,666	43,929	42,393	-23.3%	-23.3%	-0.3%	3.6%
Military	137	169	137	947	1,029	-18.9%	-18.9%	0.0%	-8.0%
Total	6,289	8,042	6,301	48,150	46,602	-21.8%	-21.8%	-0.2%	3.3%

AIR TRAFFIC REPORT

	MONTH			YEAR-TO-DATE-TOTALS		CHANGES			
	Jul-10	Jun-10	Jul-09	2010	2009	Jul-10	Jun-10	Jul-09	10 YTD
NUMBER OF DAILY SCHEDULED FLIGHTS									
US Airways Express - Piedmont	5	5	5			0.0%	0.0%	0.0%	
US Airways Express - PSA	0	0	0						
ACA - United Express	0	0	0						
ASA - Delta Connection	3	3	3			0.0%	0.0%	0.0%	
Allegheny	0	0	0						
Shuttle America	0	0	0						
Air Midwest	0	0	0						
Total	8	8	8			0.0%	0.0%	0.0%	
NUMBER OF ACTUAL FLIGHTS									
US Airways Express - Piedmont	143	145	147	877	940	-1.4%	-1.4%	-2.7%	-6.7%
US Airways Express - PSA	0	0	0	-	-				
ACA - United Express	0	0	0	-	-				
ASA - Delta Connection	91	89	91	558	484	2.2%	2.2%	0.0%	15.3%
Allegheny	0	0	0	-	-				
Shuttle America	0	0	0	-	-				
Air Midwest	0	0	0	-	-				
Total	234	234	238	1,435	1,424	0.0%	0.0%	-1.7%	0.8%
NUMBER OF CANCELLED FLIGHTS									
US Airways Express - Piedmont	4	1	2	27	26	3	3	2	1
US Airways Express - PSA	0	0	0	-	-	0	0	0	0
ACA - United Express	0	0	0	-	-	0	0	0	0
ASA - Delta Connection	0	0	1	18	10	0	0	-1	8
Allegheny	0	0	0	-	-	0	0	0	0
Shuttle America	0	0	0	-	-	0	0	0	0
Air Midwest	0	0	0	-	-	0	0	0	0
Total	4	1	3	45	36	3	3	1	9

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR JULY 2010

AIR TRAFFIC REPORT											
Revenue Passengers Only											
ENPLANED PASSENGERS											
US Airways Express - Piedmont				US Airways Express - PSA				ACA - United Express			
ASA - Delta Connection				Allegheny				Shuttle America			
Air Midwest				Charter				Total			
Jul-10				Jun-10				Jul-09			
4,625				4,789				4,660			
0				0				0			
0				0				0			
3,758				3,705				3,759			
0				0				0			
0				0				0			
0				0				0			
8,383				8,494				8,419			
4,632				4,786				4,533			
0				0				0			
0				0				0			
3,512				3,348				3,643			
0				0				0			
0				0				0			
0				0				0			
0				0				0			
8,144				8,134				8,176			
9,257				9,575				9,193			
-				-				-			
-				-				-			
7,270				7,053				7,402			
-				-				-			
-				-				-			
-				-				-			
0				-				-			
-				-				-			
16,527				16,628				16,595			
Total				Total				Total			
TOTAL PASSENGERS											
US Airways Express - Piedmont											
US Airways Express - PSA											
ACA - United Express											
ASA - Delta Connection											
Allegheny											
Shuttle America											
Air Midwest											
Colgan Air											
Charter											
Total											
Total											

AIR TRAFFIC REPORT													
NON-REVENUE PASSENGERS ONLY													
MONTH				YEAR TO DATE TOTALS			PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL			
				Jul-10	Jun-10	Jul-09	2010	2009	Jul-10 Jun-10	Jul-10 Jul-09	10 YTD 09 YTD	Jul-10 Jun-10	Jul-10 Jun-10
ENPLANED NON-REVENUE PASSENGERS													
US Airways Express - Piedmont				205	153	165	924	854	34.0%	24.2%	8.2%	65.7%	65.2%
US Airways Express - PSA				0	0	0						0.0%	0.0%
ACA - United Express				0	0	0						0.0%	0.0%
ASA - Delta Connection				107	98	88	523	567	9.2%	21.6%	-7.8%	34.3%	34.8%
Allegheny				0	0	0						0.0%	0.0%
Shuttle America				0	0	0						0.0%	0.0%
Air Midwest				0	0	0						0.0%	0.0%
Total				312	251	253	1,447	1,421	24.3%	23.3%	1.8%	100.0%	100.0%

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR JULY 2010

AIR TRAFFIC REPORT NON-REVENUE PASSENGERS ONLY

	MONTH			YEAR TO DATE TOTALS		PERCENTAGE CHANGES				PERCENT OF AIRPORT TOTAL		
	Jul-10	Jun-10	Jul-09	2010	2009	Jul-10 Jun-10	Jul-10 Jul-09	10 YTD 09 YTD		Jul-10	Jun-10	Jul-09
DEPLANED NON-REVENUE PASSENGERS												
USAirways Express - Piedmont	201	170	137	966	790	18.2%	46.7%	22.3%		63.8%	64.9%	62.6%
USAirways Express - PSA	0	0	0							0.0%	0.0%	0.0%
ACA - United Express	0	0	0							0.0%	0.0%	0.0%
ASA - Delta Connection	114	92	82	500	497	23.9%	39.0%	0.6%		36.2%	35.1%	37.4%
Allegheny	0	0	0							0.0%	0.0%	0.0%
Shuttle America	0	0	0							0.0%	0.0%	0.0%
Air Midwest	0	0	0							0.0%	0.0%	0.0%
Total	315	262	219	1,466	1,287	20.2%	43.8%	13.9%		100.0%	100.0%	100.0%
TOTAL NON-REVENUE PASSENGERS												
USAirways Express - Piedmont	406	323	302	1,890	1,644	25.7%	34.4%	15.0%		64.8%	63.0%	64.0%
USAirways Express - PSA	-	-	-							0.0%	0.0%	0.0%
ACA - United Express	-	-	-							0.0%	0.0%	0.0%
ASA - Delta Connection	221	190	170	1,023	1,064	16.3%	30.0%	-3.9%		35.2%	37.0%	36.0%
Allegheny	-	-	-							0.0%	0.0%	0.0%
Shuttle America	-	-	-							0.0%	0.0%	0.0%
Air Midwest	-	-	-							0.0%	0.0%	0.0%
Total	627	513	472	2,913	2,708	22.2%	32.8%	7.6%		100.0%	100.0%	100.0%



U.S. Department
of Transportation

Federal Aviation
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE
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Telephone: 703/661-1354
Fax: 703/661-1370

June 23, 2010

Mr. Mark Courtney, A.A.E
Airport Manager
Lynchburg Regional Airport
4308 Wards Road, Suite 100
Lynchburg, VA 24502

Re: Finding of No Significant Impact - Lynchburg Regional Airport

Dear Mr. Courtney:

Enclosed is one copy of the Finding of No Significant Impact (FONSI), for the proposed North General Aviation Development Area at Lynchburg Regional Airport for your information and files. We wish to thank you for your efforts in completing this action.

In accordance with FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, you are required to publish a notice of availability of the FONSI in the local newspaper. We would suggest that the public notice be published two times. Please forward a proof of publication of the notice to this office for our files.

If you have any questions, please contact me at (703) 661-1365.

Sincerely,

Christopher Osburn
Environmental Specialist

Enclosures

cc: Mr. Scott Denny, DOAV
Mr. Kyle Allison, FAA-WADO
Ms. Colleen Angstadt, Delta Airport Consultants

RECEIVED
JUN 25 2010
LYNCHBURG
REGIONAL AIRPORT

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT**

Lynchburg Regional Airport
Lynchburg, Virginia

North General Aviation Development Area

1. **Introduction.** This document is a Finding of No Significant Impact (FONSI) on the environment as a result of a general aviation development proposal by the City of Lynchburg, owner and operator of Lynchburg Regional Airport (LYH). The City of Lynchburg's proposed action includes the development of a north general aviation area to include the construction of a Runway 17 connector Taxiway, three hangars, and associated apron, ramp development, and public access facilities.

Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA) before being able to take the federal action of further processing of an application for Federal assistance in funding various airport development and for approval of the Airport Layout Plan (ALP) that depicts the proposed airport development projects. Approval of the ALP is authorized by the Airport and Airway Improvement Act of 1982, as amended (Public Laws 97-248 and 100-223). The issuing of this FONSI does not constitute a commitment by the FAA to provide federal financial assistance for these actions.

2. **Project Purpose and Need.** The purpose of the proposed action is to construct a north general aviation development area at LYH to support expanding flight school operations at the airport. The 2010 LYH Master Plan Update illustrated the need for general aviation development to accommodate the anticipated future general aviation growth at the airport. The proposed project will be designed in accordance with FAA Advisory Circular 150/5300-13, *Airport Design*. This project is part of the National Plan of Integrated Airport Systems (NPIAS), which is planned to provide public airport facilities conforming to minimum design standards.

3. **Proposed Project.** The following is a listing of the various components of the proposed project and are illustrated in Exhibit 1 in the EA:

- Construct connector Taxiway to Runway 17 end
- Construct three (3) new General Aviation Hangars
- Construct aircraft parking aprons
- Demolish portion of airfield vehicle road
- Construct North General Aviation Parking and public facility access from Airport Road

4. **Reasonable Alternatives Considered.** As described in the Final Environmental Assessment (EA), the alternative courses of action evaluated include: (1) No Action Alternative and (2) Proposed Project – Construct North Area General Aviation projects. The Proposed Projects would be located adjacent to the east side of Runway 17 end, northwest of Runway 22 end, and bound by Airport Road in the north section of airport property.

5. **Assessment.** The attached EA addresses the effect of the Proposed Projects on the quality of the human and natural environment, and is made a part of this finding. The following impact analysis presentation highlights the more thorough analysis illustrated in Exhibit 1 and presented in the Final EA prepared in May 2010.

Floodplains: As illustrated in Exhibit 8, analysis of Campbell County Flood Insurance Rate Maps (FIRM), the Proposed Projects would occur within areas identified to experience minimal flooding. However, the Proposed Projects would occur outside the Special Flood Hazard Area (SFHA) and would not encroach on either the 100 or 500 year floodplain, therefore no impacts to floodplains would be anticipated.

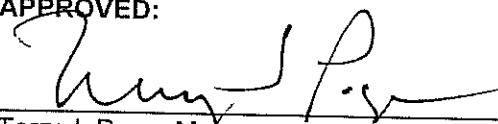
Construction Impacts: Limited short-term effects resultant from construction operations may occur from the Proposed Projects. Specific effects could include noise of construction equipment on the site, noise and dust from the delivery of construction materials, air pollution, and water pollution from erosion. These short-term construction impacts will not persist beyond the construction period, and no significant long-term construction impacts are expected. Any impacts will be mitigated through the application of best management practices and appropriate soil erosion and sediment control measures as required by federal, state, and local authorities.

Other Impact Categories: The impacts of the proposed federal action on Air Quality, Biotic Resources, Compatible Landuse, Section DOT 4(f) Resources, Endangered and Threatened Species, Energy Supplies, Natural Resources and Sustainable Design, Environmental Justice, Farmlands, Hazardous Materials, Historic, Architectural, Archeological or Cultural Property, Induced Socioeconomic Impacts, Light Emissions and Visual Effects, Noise, Social Impacts, Solid Waste, Water Quality, Wetlands, Wild and Scenic Rivers, and Cumulative Impacts as required by FAA Order 1050.1E were further evaluated in Section 25 of the Final EA and found to not have any significant effect on the environment. Therefore it is the FAA's finding that the Proposed Project would not have any significant impact on any of the above noted categories.

6. **Public Participation.** Efforts were made to encourage public participation, the Draft EA was available for public review from May 15, 2009 to June 14, 2010 and is documented in the Final EA (Appendix 2); no written comments were received.
7. **Mitigation Measures.** The FAA will require that the Lynchburg Regional Airport Commission implement the following conservation measures, if they decide to pursue the proposed project:
 1. A Stormwater Pollution Prevention Plan and Erosion and Sediment Control Plan, utilizing Best Management Practices will be developed to control impacts to water quality due to erosion and sedimentation during the project construction.
 2. Construction contract provisions shall contain the provisions of AC 150/5370-10E, *Standards for Specifying Construction of Airports* item P-156, temporary air, water pollution, soil erosion and siltation control and AC 150/5320-5C, *Airport Drainage*.
 3. All necessary permits for construction of the proposed project shall be obtained prior to construction.

8. **Finding of No Significant Impact**

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information I find that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in section 101(a) of the National Environmental Policy Act of 1969 (NEPA). I also find the proposed Federal Action, with the required mitigation referenced above will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to section 102 (2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action.

APPROVED:

Terry J. Page, Manager
Washington Airports District Office6/23/2010
Date**DISAPPROVED:**_____
Terry J. Page, Manager
Washington Airports District Office_____
Date

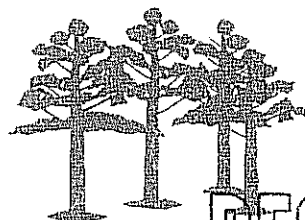


ENVIRONMENTAL EVALUATION

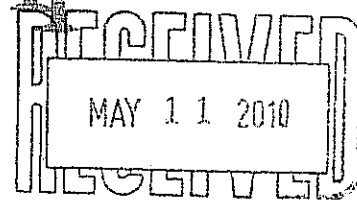
FORM "C" (Short Environmental Assessment) for AIRPORT DEVELOPMENT PROJECTS



~ Aviation in Harmony with the Environment ~



**FEDERAL AVIATION ADMINISTRATION
EASTERN REGION AIRPORTS DIVISION**



Airport Name: **Lynchburg Regional Airport** Proposed Project: **GA Development**

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

Responsible FAA Official: *[Signature]* Date: 6/23/2010

Note: This page to be completed by FAA only

14. FAA DECISION:

Having reviewed the above information, certified by the responsible airport official, it is the FAA decision that the proposed project(s) of development warrants environmental processing as indicated below.



The proposed development action has been found to qualify for a Short Environmental Assessment.

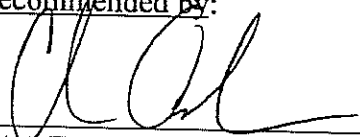


The proposed development action exhibits conditions that require the preparation of a detailed Environmental Assessment (EA).



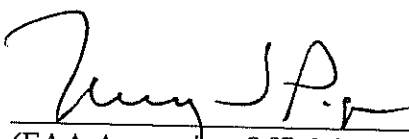
The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project: _____

***Action Reviewed/Recommended by:**


(FAA Environmental Specialist)

6/23/2010
Date

***Approved:**


(FAA Approving Official)

6/23/2010
Date

* The above FAA approval only signifies that the proposed development action(s), as described by the information provided in this Evaluation Form, initially appears to qualify for the indicated environmental processing action. This may be subject to change after more detailed information is made known to the FAA by further analysis, or through additional federal, state, local or public input, etc.